

The Gazette



of India

PUBLISHED BY AUTHORITY

No. 29] NEW DELHI, SATURDAY, OCTOBER 21, 1950

NOTICE

The undermentioned Gazettes of India Extraordinary were published during the week ending the 16th October 1950 :—

S. No.	No. and Date	Issued by	Subject
1	S. R. O. 741, dated the 9th October 1950.	Ministry of Law	Making provisions for the removal of certain difficulties under para 12 of the Provisional State Legislatures (Casual Vacancies) Order, 1950.
2	S. R. O. 742, dated the 11th October 1950.	Ministry of Food	Direction by the Central Government that the power to make orders in relation to foodstuffs, including sugar, gur, etc. be exercisable also by the Government of Patiala and East Punjab States Union, subject to certain condition.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of this Gazette.

PART II—Section 8

Statutory Rules and Orders issued by the Ministries of the Government of India (other than the Ministry of Defence) and Central Authorities (other than the Chief Commissioners).

MINISTRY OF HOME AFFAIRS

New Delhi-2, the 12th October 1950

S.R.O. 777.—In exercise of the powers conferred by section 8 of the Indian Passport Act, 1920 (XXXIV of 1920), the Central Government is pleased to direct that the following further amendments shall be made in the Indian Passport Rules, 1950, namely:—

For the existing clauses (c) and (d) of sub-rule (1) of rule 4 of the said Rules, the following shall be substituted:—

“(c) persons domiciled in India proceeding from any of the French or Portuguese Establishments in India, or from Pakistan;

(d) persons domiciled in any French or Portuguese Establishment in India proceeding from any such Establishment.”

[No. 6/87/50-F.I.]

FATEH SINGH, Dy. Secy.

MINISTRY OF FINANCE (COMMUNICATIONS)*New Delhi, the 13th October 1950*

S.R.O. 778.—In exercise of the powers conferred by Section 6 of the Post Office National Savings Certificates Ordinance, 1944 (No. XLII of 1944), the Central Government is pleased to direct that the following further amendments shall be made in the Post Office National Savings Certificates Rules, 1944, namely—

In rule N of the said Rules—

I. Below sub-rule (2), the following Note shall be added, namely.—

“NOTE.—If the certificate is lost from the custody of the Post Office, a ‘Declaration in lieu’ of the lost certificate shall be issued free of cost.”

II. The Note below sub-rule (5) shall be omitted.

[No. 6574-CI/50.]

R. NARAYANASWAMI, Joint Secy.

MINISTRY OF AGRICULTURE*New Delhi, the 21st October 1950*

S.R.O. 779.—In exercise of the powers conferred by clause 2(a) of Vegetable Oil Products Control Order 1947 as subsequently amended *vide* Ministry of Agriculture Notification No. 2-VP(2)/48, dated the 9th October 1948, the Vegetable Oil Products Controller for India is hereby pleased to confer upon the officers specified in Col. 2 of the schedule hereto annexed in respect of their respective jurisdiction in the State mentioned in Column 1, the powers of the Controller under clause 8-A of the said Order.

THE SCHEDULE

State (1)	Designation of authority (2)
Orissa	Supply Inspectors
Punjab (I)	<ol style="list-style-type: none"> 1. The Administrator, Simla. 2. District Organisers, Civil Supplies and Rationing in the Punjab. 3. District Food & Civil Supplies Controller, Simla. 4. District Food Controllers. 5. Enforcement Inspectors. 6. Civil Supplies Distribution Officers 7. Assistant Civil Supplies Distribution Officers. 8. Inspectors Civil Supplies
Assam	<ol style="list-style-type: none"> 1. Sub Divisional and Political Officers 2. Sub Divisional and Political Officers 3. Sub Divisional and Political Officers

State (1)	Designation of authority (2)
<i>Madras</i>	<ol style="list-style-type: none"> 1. Revenue Divisional Officers, Tehsildars, Deputy Tehsildars, Revenue Inspectors, District Supply Officers and Taluk Supply Officers 2. Commercial Tax Officers, Deputy Commercial Tax Officers, Assistant Commercial Tax Officers. 3. Director of Industries, Joint Director of Industries, District Industries Officers and Supervisors of Industries. 4. Director of Public Health, Assistant Director of Public Health, Health Officers and Inspectors.
<i>Delhi</i>	<ol style="list-style-type: none"> 1. Deputy Director of Civil Supplies (Food). 2. Assistant Director of Civil Supplies (Food). 3. Inspectors, Enforcement Branch. 4. Director of Health Services.

[No. 2-VP(2)/50]

S.R.O. 780.—In exercise of the powers conferred by sub-clause (1) of clause 4 of the Vegetable Oil Products Control Order, 1947, as continued in force by sub-section (2) of section 17 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), and in supersession of the notification of the Government of India in the Department of Food No. 5-VP(1)/47, dated the 31st January, 1947 the Vegetable Oil Products Controller for India hereby prohibits the manufacture, stock or sale of any vegetable oil product, which does not conform to the following provisions, namely:—

1. It shall be prepared by hydrogenation from any edible harmless vegetable oils or mixtures thereof except marine, mineral and animal oils. The prior approval of the Vegetable Oil Products Controller for India shall be obtained for admixture of more than 5 per cent. of any permissible oil in the product and the name of oil so used shall be clearly indicated on the containers.

2. It shall not contain any harmful colouring, flavouring or any other matter deleterious to health.

3. No colouring shall be added to it unless with the prior sanction of the Vegetable Oil Products Controller and in no event any colour resembling the colour of ghee.

4. If any flavour is used, it shall be distinct from that of ghee in accordance with a list of permissible flavours and in such quantities as may be prescribed by the Vegetable Oil Products Controller for India.

5. It shall not have moisture exceeding 0.25 per cent.

6. The melting point as estimated by the capillary slip method (as described in Note I below) shall be from 33°C. to 37°C. both inclusive.

7. The Butyro Refractometer reading at 40 C. shall not be less than 48.0.

8. It shall not have unsaponifiable matter exceeding 1.25 per cent.

9. It shall not have free fatty acid exceeding 0.25 per cent.

10. The product on melting shall be clean and clear in appearance and shall be free from sediment and rancidity and pleasant to taste and smell.

11. It shall contain raw or refined sesame (til) oil not less than 5 per cent. by weight but sufficient so that when the vegetable oil product is mixed with refined groundnut oil in the proportion of 20:80, the red colour produced by the Baudouin test (as described in Note II below) shall not be lighter than 2.0 Red units in a 1 c.c. cell on a Lovibond scale.

12. It shall be manufactured in premises maintained under hygienic conditions.

NOTE I.—The "Capillary Slip Method" is as follows:—

(i) Thin walled glass tube open at both ends with an external diameter of 1.2 to 1.5 m.m. and internal diameter of 0.83 to 1.1 m.m. and length 5 to 6 cm. should be used after proper cleaning and drying.

(ii) The sample of the vegetable oil product should be completely melted and well mixed at a temperature of about 50°C. The capillary tube should be inserted into the molten product so that a column of the product about one cm. long is forced into it. The sample in the tube should be all owned to just set by keeping the tube in a horizontal position during winter, and during summer the tube may be put on a perforated metal tray which is so placed inside a small water bath containing water at 15°C—17°C that the bottom of the tray just touches the water.

(iii) The tube is then placed in a test-tube immersed in water at 15°C—17°C for one hour.

(iv) A thermometer (reading in 1/5th of a degree) should be suspended in the centre of a beaker of water at 10°C, (the beaker is to be provided with a side tube heating arrangements) so that the lower end of the sample column is 8 cms. below the surface of water. The side tube of the apparatus should be heated gently, so that the temperature of water increases slowly at the rate of 2°C. per minute till the temperature reaches 25°C. and thereafter at the rate of 1/2 a degree per minute.

(v) The temperature of water should be noted when the sample column commences to rise in the tube. This temperature is recorded as the melting point.

The thermometer used in this test should be checked against a standard thermometer calibrated and certified by the National Physics Laboratory, Teddington, England.

NOTE II.—The Baudouin test shall be carried out as follows:—

Place in a test-tube 5 cc. of the sample (20 parts of vegetable oil products and 80 parts of refined groundnut oil) and 5 cc. of hydrochloric Acid (Specific Gravity 1.19) and add to it 8 drops of 2 per cent. solution in alcohol of freshly distilled furfural shake vigorously for 2 minutes and allow to stand. The acid layer becomes distinctly red. Quickly filter the acid layer through a wet filter paper and examine the filtrate against a Lovibond scale in a 1 cm. cell or against a red colour comparator.

If the vegetable oil product on being shaken with hydrochloric acid alone, conveys a redness to the hydrochloric acid owing to the presence of certain artificial colouring agents, the procedure is as follows:—

Shake 10 cc. of the melted vegetable oil product in a separating funnel for half a minute with 10 cc. of hydrochloric acid, specific gravity 1.125. Draw

off the red acid layer which collects at the bottom of the funnel and repeat the process until no further colouration takes place. During the treatment do not permit the temperature of the contents of the separating funnel to exceed that necessary to keep the sample in liquid condition. After the hydrochloric acid has been completely removed apply the Baudouin test as described above.

[No. 5-VP(1)/50]

N. T. MONE,

Vegetable Oil Products Controller for
India.

MINISTRY OF TRANSPORT

Ports

New Delhi, the 11th October 1950

S.E.O. 781.—The following draft of certain rules for the regulation and management of the minor ports of Mundra, Mandvi, Koteswar, Lakhpat, Jhanghi and Jakhu in the State of Kutch, which it is proposed to make in exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908), is published, as required by sub-section (2) of the said section for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 31st October 1950.

Any objection or suggestion which may be received from any person with respect to the said draft before the date specified will be considered by the Central Government.

DRAFT RULES

RULES FOR THE REGULATION AND MANAGEMENT OF THE MINOR PORTS OF KUTCH

1. PRELIMINARY

1. Short title.—(1) These rules may be called the MINOR PORTS OF KUTCH (Regulation and management) RULES, 1950. (2) They shall apply within the limits of the minor ports of Mundra, Mandvi, Jakhu, Lakhpat, Koteswar and Janghi only.

2. Definition.—In these rules, unless the context otherwise requires—

- (a) "Conservator" means the Officer appointed by the Central Government, as the Conservator of the Port.
- (b) "Assistant Conservator" means the Officer appointed by the Chief Commissioner to hold charge, under the supervision of the Conservator, of the berthing, Piloting and mooring of all vessels or Country Crafts within the limits of the Ports.
- (c) "GENERAL GUARANTEE" means a guarantee in the form printed as Appendix "B" to these rules.
- (d) "GOODS" includes wares and merchandise of every description, including live stock.
- (e) "MASTER" in relation to any vessel or country craft means any person (except a Pilot or Harbour Master) having, for the time being, the command or charge of such vessel or country craft.

- (f) "OWNER" WHEN USED in relation to goods, includes any consignor, consignee, shipper or agent for the sale or custody thereof, and when used in relation to any vessel or country craft, includes any part owner, charterer, consignee, or mortgagee or agent in charge thereof.
- (g) "PETROLEUM IN BULK" means petroleum in quantities exceeding 500 gallons contained in any one receptacle.
- (h) "PORT" means any of the Minor Ports of Mundra, Mandvi, Jakhau, Lakhpat, Koteswar and Janghi in the State of Kutch as defined in the notification of the Government of India in the Ministry of Transport No. 20-M(1)/50-I, dated the 4th July 1950.
- (i) "PORT AUTHORITY" means the Officer appointed from time to time by the Chief Commissioner to hold charge of the Minor Ports Administration.
- (j) "PREMISES" include all properties of any of the Minor Ports of Mundra, Mandvi, Jakhau, Koteswar, Lakhpat, and Janghi as the case may be, used in connection with the handling, accommodation and storage of goods.
- (k) "VEHICLE" includes any wheeled contrivance, propelled mechanically or otherwise and used for the conveyance by road of human beings or goods or property.

3. Other Laws not Affected.—Nothing contained in these rules shall be so construed as to affect the due operation of any enactment for the time being in force or any rules made thereunder.

4. Orders etc. of the Assistant Conservator to be carried out.—Masters and Owners of vessels or crafts shall obey all directions of the Assistant Conservator in relation to the rotation and manner of approaching the Port Entrances and of coming into or going out of the Port.

5. Application for Leaving the Port.—A written application shall be made to the Assistant Conservator by the Master or Owner or Agent of any vessel or country craft indenting to leave the Port. Such application shall state the name of the vessel or country craft and its Draught and shall be made at least six hours before the Pilot is required.

6. Responsibility of Master.—While a sea-going vessel or craft is in the port the Master shall arrange for the constant presence of a responsible Officer on board to ensure the observance of all rules and the discharge of all duties connected with the vessel or craft or their cargo and to take every precaution against accident to life or limb or damage to property, and in particular.—

- (a) To make his vessel or craft securely fast to the ballasts and other appliances provided for the purpose.
- (b) To keep the vessel or craft so loaded or ballasted that they can be safely removed in the event of fire or other emergencies.
- (c) To provide proper light in those parts of the vessel or country craft where work is going on or where, owing to insufficient light injury to person or damage to property might result.
- (d) To fix and keep securely fixed the gangway supplied by the Port during the whole time the vessel or country craft remains alongside the jetty or wharf-wall.

- (c) To hang between sun set and sun rise at least one lantern at each end of the gangway.

7. Vessels or Country Crafts to be Incharge of Competent Persons.—During such time as a vessel or a country craft remains in Port the Master or the owner or other responsible Officer shall always be on board with sufficient crew to superintend and direct the carrying out of all duties in connection with the vessel or country craft or the loading or unloading of their cargo.

8. Watchman to be kept on Deck—While in the Port a vessel or a country craft shall always maintain a Quartermaster or watchman on duty on deck who shall be stationed in charge of the vessel's or country craft's shore gangway and who shall attend:—

- (i) To the mooring ropes and lines of the vessel, and shall cause their adjustment from time to time as necessary on the rise or fall of the water
- (ii) To the prevention of unauthorised persons leaving the vessels. In default, the master or owner of the vessel shall be liable and responsible for any resultant damage

9. Use of Inflammable Materials on Board Vessel or Country Craft.—Pitch, resin, tallow or other inflammable materials shall not, on any account be melted on board any vessel or country craft in the Port or on the jetty, except in such manner, and in such places, as shall be appointed by the Assistant Conservator nor shall any pitch, tar, oil, flax, okum, straw, shavings or other inflammable or combustible article be allowed to remain on the deck of any vessel or country craft or on the jetties, wharves or open areas in the Port, other than those prescribed for the purpose

10. Masters etc. of vessels or country crafts responsible for Damage.—Masters and Owners of vessels or country crafts shall be held liable for any damage whatever that shall have been caused by their vessels or country crafts or servants to any of the work or property of the Port and the Port reserves the right to detain their vessels or country crafts in the Port until security has been given for the amount of damage caused

11 Vessels or Country Crafts etc. in Port at risk of master—All vessels or country crafts within the Port lie at the risk of their masters or owners who shall be held responsible for any loss or damage that may arise in consequence of their faulty navigation or by reason of their breaking adrift from their anchors or moorings.

12 Master's responsibility for acts or crew etc.—Masters and owners of vessels or country crafts shall be held liable and responsible for the acts of the crew and of any person or persons employed about or on board their vessels or country crafts

13. Port accepts no responsibility for delay etc.—The Port accepts no liability or responsibility in respect of any detention of or delay to vessels or country crafts, entering, remaining in or going out of the Port or in the progress of vessels or country crafts to or from the Port or for the detention or delay in the discharge of the cargoes from vessels or country crafts or for delay in loading of goods, for stoppage in the delivery of goods for any reason whatsoever.

14. Notice regarding outbreak of fires on vessels or on country crafts to be given by masters etc. In the event of any fire occurring on board a vessel or country craft in the Port the Master or the owner or the agent shall give immediate notice thereof to the Assistant Conservator. Such notice

shall be given in writing in the case of every fire, whether the fire occurs in cargo or in bunkers, and shall give details of measures which are taken, or are being taken, to control and extinguish it.

15. Use and disposal of equipment.—No stage, plank or other article provided by the Port for the loading and or discharging of sea going vessels or country crafts shall be used without an order from the Assistant Conservator. All stages, planks and other articles provided by the Port shall, when loading or discharging is completed, be replaced on the jetties and wharf wall by the vessel or country craft using them, alongside it. All stages, planks and other articles not provided by the Port shall, when loading or discharging is completed, be removed by the vessel or country craft from the Port within 24 hours of the time of completion of that work.

Regulation in respect of wharves and sheds of the loading and unloading of vessels or country crafts and of the receipt, delivery and shipment of goods.

16. Permission to work vessel or country craft.—Except with the permission of the Assistant Conservator no good shall be landed from or shipped in, any vessel or country craft within the Port.

17. Work in Port under Assistant Conservator.—The loading and unloading vessels or country crafts in the Port shall be subject to the control of the Assistant Conservator.

18. Breaking Bulk.—In the case of vessel or country craft bringing import cargo, the master or agent shall deposit a true copy of the general manifest with the Assistant Conservator before breaking bulk, and the master or tindal, or agent or owner shall immediately notify any or all subsequent amendments to the Assistant Conservator.

19. Supply of Labour by Agent for working Goods in Port.—The agent of the vessel or country craft shall provide the necessary labour for handling import or export goods and goods for transshipment in the Port.

20. Issue of Licenses to Stevedors.—The Port authority shall, from year to year issue licences to approved Firms or individuals for performing the work of stevedoring vessels or country crafts in the Port and for handling cargo on the shore. The Port Authority shall be competent to revoke a license without assigning any reasons. No stevedore or landing contractor shall be allowed to work on board any vessel or country craft in the Port or on shore unless he holds a license for the purpose. Such license shall only be issued when the port Authority is satisfied by inspection that the Firms or individuals applying for license have sufficient and proper gear and appliances.

21. Discharging or Loading of a Vessel or Country Craft to be under the Supervision of the Master or Stevedore.—Cargo shall not be discharged from or shipped into any vessel working in stream or country craft in the Port except under the direct supervision of the master or owner of the vessel or of the country craft or of a stevedore licensed by the Port Authority to perform such work in the Port. Such master or owner or stevedore shall be personally responsible or liable for any loss or damage arising from the careless or improper slinging of goods and shall in every instance observe the following precautions.

(i) That sling is laid down flat without turn or kinks before any goods are loaded therein.

(ii) That after the sling has been made up and with the first strain on heaving up the running loop is well beaten home with a wooden bar in order that the grip may be made secure.

22. Supply of Gear.—The vessel or country craft shall supply suitable gear of good quality and sufficient capacity to allow a reasonable margin of safety

when dealing with the cargo for which it is used. The Assistant Conservator or any person working under him may prohibit the use of any gear which in his opinion is in any way defective or unsuitable for the cargo for which it is to be used.

23. Receiving, sorting and stacking of Import Cargo.—The Assistant Conservator shall allot an area to the Steamer Agents for the stacking of the import cargo and it shall be the responsibility of the agent of the vessel or country craft to receive charge of imported goods landed from the vessel or country craft and undertake their proper stacking and shall hold such goods for delivery to the proper owner.

24. Removal of the Goods from Jetties and Wharf Wall.—Removal of goods unloaded from a vessel or country craft in the Port shall be made immediately after their landing to the stacking area. Under no circumstances shall goods be permitted to remain on the Jetty or Wharf wall and shall be removed by the agent of the vessel or country craft within 12 hours from the time of completion of discharge of the vessel or craft.

25. Delivery of Goods.—To obtain delivery of goods persons taking delivery shall—

(a) Present to the Assistant Conservator the Import wharfage Entry from (Appendix A-1) in triplicate, duly filled in, for assessment and payment of wharfage and other charges together with the completed Customs Bill of Entry.

(b) Hand over to the agent of vessel or country craft the original copy of the Port Wharfage Entry duly receipted.

Agent of the vessels or country crafts on being satisfied that all port dues have been paid and on being furnished with an acknowledgment for the goods, shall grant delivery of the goods to the Consignee or his agent.

26. Custody of Goods and responsibility thereof.—The goods although lying in the premises provided by the Port remain at the risk and responsibility of the Steamer and Country craft agents in the case of ships or country craft and the clearing agent in the case of goods landed from country crafts.

27. Receiving and Stacking of the Export Goods.—No cargo shall be brought for shipment and stacked on the premises of the Port without previous permission of the Assistant Conservator. Such permission shall only be granted on the definite understanding that the cargo shall lie within the premises of the port at the risk and responsibility of the owner.

28. Shippers must present to the Assistant Conservator's Office the Port Export Challan (Appendix A-2) or Transshipment challan (Appendix A-3) in triplicate for assessment and payment of wharfage and other charges together with the completed Customs Export Shipping Bill.

29. Goods brought for shipment must be stacked in a place set aside for such goods and shall be stacked in accordance with the directions of the Assistant Conservator.

30. Shipment of Goods.—Goods for shipment shall not be permitted to be loaded on board any vessel or country craft in the Port by the master of the vessel or the tindal of the Country craft until he is satisfied that all the port dues have been paid.

31. The agents of a vessel or the tindal of a country craft shall hand over a copy of the Export Manifest to the Assistant Conservator immediately on completion of loading of the craft.

32. Clearance Certificates.—No Port Clearance shall be granted to any vessel or country craft until her owner or master or some other person has paid or secured to the Port Authority the amount of all port dues, fees and other charges, and all fines, penalties and expenses for which her owner or master is liable.

MISCELLANEOUS

33. Wharfs, Jetties and Port Area.—The wharfs, jetties, sheds and the Land within the port area shall be under the charge of the Assistant Conservator who shall be responsible for their management.

34. Operation under the control of Assistant Conservator.—All operations connected with the landing or shipment of goods and with their storage in sheds or open shall be under the direct control of the Assistant Conservator. He shall have full control of goods lying within the port area and shall exclude improper characters, idlers and persons having no specific business occupation within the port limits and shall take whatever steps he may deem desirable for the proper maintenance of order within the port area.

35. Weekly Hours.—Working hours in the port shall be as follows:—

(a) Day 8 a.m. to 12 noon 1 p.m. to 5 p.m.

(b) Night 7 p.m. to 3 a.m.

Clearance of import cargo shall be permitted only between the hours of 9 a.m. to 4 p.m. except on special occasions permitted by the Assistant Conservator.

Holidays.—The sanctioned holidays recognised by the port shall be Sunday, and any special occasions sanctioned by the Port Authority from time to time.

36. Work during recess hours.—During the recess hours work shall only be permitted on application to and at the discretion of the Assistant Conservator on account of fees prescribed in the schedule of charges, provided always that in cases where permission has been granted to continue working during the interval between day and night work and *vice versa*, night work shall be considered to have commenced at the expiration of day work and to have terminated on the commencement of the next day's work.

37. Night and Holiday Work.—Application to work at night or on Sundays, or on holidays shall be made to the Assistant Conservator, who shall on production of the necessary permission from the Customs Department, make necessary arrangements for the proper conduct of business, subject to payment at such rate as may from time to time be prescribed in the schedule of charges. Applications for work on Sundays or closed holidays shall be made by 12 noon on the day previous to the Sunday or the closed holiday. Application for night work shall be accepted only upto 1 p.m.

38. Refund of Charges.—No claim for refund of any toll, due, rent or charges shall be entertained unless the same is preferred in writing within six months from the date when such toll, due, rent, rate or charges were paid, unless it arises from an error on the part of an employee of the port.

39. Issue of Licenses to Carpenters.—No person shall work as a carpenter on port premises or shall take carpenters' tools or other instruments and appliances used for opening and repairing cases, without a license granted to him by the Assistant Conservator.

40. Issue of Licenses to Hawkers.—No person shall take on to the premises of or on board any vessel or country craft any goods with the object of selling the same without a license from the Assistant Conservator. The Assistant Conservator may issue licenses to approved person, which shall be renewable

every year, provided such persons shall have first obtained the approval in writing, from the Collector of Customs, provided that the possession of such a license shall not entitle the holder to go on board a vessel or country craft without the permission of the master, owner or agent of the vessel or country craft

41. Porters Licenses—Passengers' baggage shall be allowed to be landed at or shipped from the wharves by the passengers personally or by porters licensed by the Assistant Conservator for the purpose.

42. Licenses to be carried.—The licensed porters shall carry their licenses on their persons and shall produce the same for inspection whenever called upon to do so. Licenses shall be renewable yearly and may be withdrawn at any time by the Assistant Conservator at his discretion. In the event of any withdrawal of license by the Assistant Conservator no compensation of any kind or refund of any fee levied for the purpose shall be payable.

43. Speed of Vehicles.—Any vehicle moving within the Port shall do so at speed not exceeding 5 miles per hour

44. Smoking etc.—Smoking and the use of any unprotected fire or light in any shed or warehouse or wharves or jetties is strictly prohibited

45. Obstructing Port officers on Duty.—No person shall molest, assault, resist, hinder, obstruct, impede or interrupt or offer or attempt to molest, assault, resist, hinder, obstruct, impede or interrupt any employee of the port in the execution of his duty or disobey his lawful order or use abusive or offensive language or aid or incite anyone to do so.

APPENDIX A-1

IMPORT

WHARFAGE ENTRY

To

THE ASSISTANT CONSERVATOR,

.....Port, KUTCH.

Sir,

Please permit to be landed at the
the following goods imported by the S. S. or C. C.
from..... under Customs.....
Entry No..... dated.....19

.....19

No	Marks & description of goods	Measurement, weight or quantity	WHARFAGE FEES		
			Rate	Per	Amount
1	2	3	4	5	6

Assessor.....

No

Dated

19

Examiner.....

I do declare that the contents of this bill of Entry are truly stated.

Weighing-man.....

Registered clerk.....

Cashier.....

Supervisor (in case of an amount of Rs. 500 and over).

APPENDIX A-2

EXPORT

SHIPPING BILL 1886

To

THE ASSISTANT CONSERVATOR,

.....Port, KUTCH.

Sir,

Please permit to be shipped from S. S. or C. C.....
 the following goods for.....on board the.....
 under Customs Entry No.....dated.....19

.....19

No.	Marks & description of goods	Measurement, weight or quantity	WHARFAGE FEES		
			Rate	Per	Amount.
1	2	3	4	5	6

Accessor.....

No

Dated

19

Examiner.....

I do declare that the contents of this
 shipping Bill are truly stated.

Weighing-man.....

Registered Clerk.....

Cashier.....

Supervisor (in case of an amount of Rs 500 and over).

APPENDIX A-3

TRANSHIPMENT ENTRY

To

THE ASSISTANT CONSERVATOR,

.....Port, KUTCH.

Sir,

Please permit to be transhipped from the.....
 to the....., the following goods under
 Customs Transhipment permit No.....
 Dated.....19

Kutch.....19

No.	Marks & description of goods	Measurement, weight or quantity	WHARFAGE FEES		
			Rate	Per	Amount.
1	2	3	4	5	6

Assessor.....	No	Dated	19
Examiner.....	We do declare that the contents of this transshipment Entry are truly stated.		
Weighing-man.....			
Registered Clerk.....			
Cashier.....			
Supervisor (in case of an amount of Rs 500 and over).			

APPENDIX "B"

FORM OF GENERAL GUARANTEE

To

THE PORT AUTHORITY,

.....(Name of Port).

KUTCH.

Webeing Owners of the S.S. Line of Steamship known as
Agents of the Owners
do hereby declare and warrant that in terms of the bunkering contract(s) for the said S.S. the Oil Suppliers have been and are bound to supply to the said S.S. fuel oil of all of which the flash point is in all cases at or above 150° Fahrenheit and that no fuel oil except that supplied under the above contract(s) has been utilised for bunkering the said Ship
Line of ship.

This guarantee is a general guarantee and shall continue in force until expressly revoked by us in writing.

Dated this.....day of.....19 .

[No. 20-M(1)/50-II.]

New Delhi, the 12th October 1950

S.R.O. 782.—In exercise of the powers conferred by sub-section (1) of section 85 of the Indian Ports Act, 1908 (XV of 1908), the Central Government is pleased to direct that with effect from the 1st November 1950, fees for services rendered at the minor ports of Mundra, Mandvi, Koteswar, Lakhpat, Jhangli and Jakhau in the state of Kutch shall be levied as specified in the Schedule hereto annexed:—

THE SCHEDULE

A. Berth Hire and Mooring Hire

I. Berth Hire.—For the use of Jetties within the Port berthing fees shall be charged as follows:—

(a) **Timber Jetty.**—For all Crafts including passenger launches mooring alongside Timber Jetty.

(i) Passenger launches Rs. 8 per trip.

(ii) Country Crafts annas 2 per net registered ton per day or part of a day.

(b) Country Crafts working at any other landing place except timber jetty Re. 1 per trip.

II. *Mooring Hire*.—Cargo vessels or passenger vessels lying on their own anchors in the stream shall be charged Rs. 2 per day or part thereof. This does not apply to country crafts or tugs.

B. *Beaching Charges*

Beaching charges shall be levied on vessels or country craft lying idle within the Port, at 3 pies per net registered ton per month or part thereof

C. *Hire of Port Crafts*

Tugs—

Hire of Tug for the first hour or part thereof	Rs. 30
For each subsequent hour or part thereof	Rs. 25

Towage—

Annas 8 per ton in case of cargo other than salt cargo subject to a minimum of	Rs. 15
Annas 5 per ton in the case of salt subject to a minimum of	Rs. 15

Launches—

Rs. 7 per hour or part thereof.

Lighters—

Re. 1 per ton in the case of the cargo other than salt subject to a minimum of	Rs. 20
Annas 7 per ton of the salt subject to a minimum of	Rs. 15

D. *Night, Holidays, Sunday or Overtime Work Charges*

The following charges shall be levied against the master, owners, or agents of the Vessels or country crafts in respect of every vessel or country craft permitted to work cargo at the jetties or in the stream:—

I. *Steamers*

(1) Whole night or part thereof	Rs. 15
(2) Sunday or holiday or part thereof	Rs. 25
(3) Outside working hours of the port	Rs. 5 per hour or part thereof.

II. *Country Crafts*

(1) Whole night or part thereof	Rs. 2 per craft.
(2) Sunday or Holiday or part thereof	Rs. 2/8 per craft.

NOTE.—No work shall be done within the premises of the Port at night or on holidays without permission having been granted by the Assistant Conservator and on payment of charges prescribed above.

Work during the recess hours will be permitted on application to and at the discretion of the Assistant Conservator on payment of charges prescribed above.

Vessels bunkering with liquid fuel and not performing any other work are exempted from the payment of the fees prescribed above.

Vessels discharging passengers baggage or live stock are exempted from the payment of the fees prescribed above.

Bulk of Steamer's cargo during day and night are exempted from the payment of the fees prescribed above. The fees are not leviable if the steamer work at night.

E. Fees for the Supply and Use of Weighing Scales

Fees for the supply and use of weighing scales shall be levied as under —

(a) For hire of weighing scale Re. 0-4-0 per ton or fraction thereof with a minimum charge of Re. 1-0-0

(b) For supplying certificate of total weight Rs. 3 per consignment

NOTE — The attendance of the scales shall be supplied by the party requisitioning the scale

When it is considered necessary by the Assistant Conservator to weigh goods for the purpose of assessing the amount of the landing and shipping fees, no weighing charges shall be levied

Charges for landing for goods brought in by vessels working in stream, as also for goods brought in by country crafts or exported therewith shall from time to time be notified by the Assistant Conservator.

[No 20-M(1)/50-1]

J. K. ATAL, Dy. Secy.

PORTS

New Delhi, the 14th October 1950

S.R.O. 783.—In exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908), the Central Government is pleased to direct that with effect from 13th day of November 1950, the following amendment shall be made in the notifications specified in the margin, the same having been previously published as required by sub-section (2) of the said section, namely:—

(1) Notification of the Govt of India in the late Department of Communications No. 11-P(53)/41, dated 29-1-1942

(2) Government of Madras Finance (Marine) Department Notification No. 17 dated 29-2-1934.

(3) Notification of the Govt of India in the late War Transport Department No. 19-P(160)/42, dated 8-4-1943

In each of the said notifications, the following note shall be added at the end, namely:—

“NOTE.—Applications for refund of charges or fees paid shall not be considered unless submitted in writing to the Port Authority within six calendar months from the

date of first payment. No refund shall be made if the amount refundable is less than one rupee.

[No 11-P(87)/50]

T. S. PARASURAMAN, Dy. Secy.

MINISTRY OF WORKS, MINES AND POWER

New Delhi, the 13th October 1950

S.R.O. 784. In exercise of the powers conferred by section 4 and sub-section (1) of section 29 of the Petroleum Act, 1934 (XXX of 1934) and applied to the storage and transport of cinematograph films having not a cellulose base by the notification of the Government of India in the late Department of Labour No. Ex. 10 dated the 11th January 1945 the Central Government is pleased to direct that the following further amendments shall be made in

the Cinematograph film Rules, 1948, the same having been previously published as required by sub-section (2) of section 29 of the said Act, namely:—

In the said Rules—

(1) In sub rule (3) of rule 36, sub-rule (2) of rule 38, sub-rule (3) of rule 39, sub-rule (3) of rule 42 and sub-rule (2) of rule 48, for the words "one rupee", the words "rupees two" shall be substituted.

(2) In rule 44, for the words "rupees three" the words "rupees five" shall be substituted.

[No. MII-109.]

M. MALHOTRA, Under Secy.

MINISTRY OF COMMUNICATIONS

POSTS AND TELEGRAPHS

New Delhi, the 13th October 1950

S.R.O. 785.—In exercise of the powers conferred by Sections 48 and 74 of the Indian Post Office Act, 1898 (VI of 1898) the Central Government is pleased to make the following further amendments to the Indian Post Office Rules, 1988, namely:—

In rule 122 and 123 of the said rules, the following shall be added at the end:—

"and producing the receipt and giving full particulars of the payee's address as entered in the money order."

[No. C. 8-18/49.]

K. V. VENKATACHALAM, Dy. Secy.

MINISTRY OF REHABILITATION

New Delhi, the 14th October 1950

S.R.O. 786.—In exercise of the powers conferred by section 16 of the Displaced Persons (Claims) Act, 1950 (XLIV of 1950), the Central Government is pleased to direct that the following further amendment shall be made in the Displaced Persons (Registration of Claims) Rules 1950, namely:—

In rule 4 of the said Rules after the words "accompanied by" the words "Postage or revenue stamps or" shall be inserted.

[No. 1(1)/CCC/G-50.]

S. B. CAPOOR, Joint Secy.

MINISTRY OF RAILWAYS

(Railway Board)

New Delhi, the 10th October 1950

S.R.O. 787.—In pursuance of sub-section (1) of section 8 of the Railways (Local Authorities' Taxation) Act, 1941 XXV of 1941), the Central Government is pleased to declare that the Administration of the South Indian Railway shall be liable to pay, in aid of the funds of the Dindigul Municipality, the Scavenging Tax levied by the said municipality.

[No. F(X)II-50/TX14/1.]

New Delhi, the 11th October 1950

S.R.O. 788.—The following draft of certain rules which it is proposed to make in exercise of the Powers conferred by Clause (K) of sub-section 1 of Section 6 of the Indian Ports Act, 1908 (XV of 1908), and in supersession of all previous rules on the subject in force at the Port of Vizagapatam, is published as required by sub-section (2) of Section 6 of the said Act for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after 15th November 1950.

Any objections or suggestions which may be received from any person with respect to the draft before the said date will be considered by the Central Government.

VIZAGAPATAM PORT

Vizagapatam Harbour Craft Rules.

RULES

1. Short title and application.—(1) These Rules may be called the Vizagapatam Harbour Craft Rules 1950.

(2) They shall apply to the Port of Vizagapatam.

2. Definitions.—In these rules, unless the context otherwise requires:—

- (a) "Deputy Port Conservator" means the Deputy Port Conservator Vizagapatam Port, Vizagapatam;
- (b) "Form" means a form appended to these rules;
- (c) "harbour craft" means any catamaran plying for hire; or any flat or cargo, passenger or other boat plying whether for hire or not and whether power driven or by oars; and whether regularly or only occasionally in, or partly within and partly without, the Port;
- (d) "inner harbour" means that part of the Port which lies to the North and West of the above line, drawn from East to West Ferry landing and includes the Turning Basin, Docks, North Western Arm, Naval basin and Southern Lighter Canal.
- (e) "licensed harbour craft" means any harbour craft licensed under these rules;
- (f) "motor boat" means any power-driven harbour craft propelled wholly or in part by any form of electrical or mechanical power other than steam;
- (g) "outer harbour" means that part of the creek which lies South and East of a line drawn from East to West Ferry landing to a line drawn across the creek at 2500 E. Harbour Co-ordinates;
- (h) "owner" used in relation to harbour craft includes any part owner, agent or mortgage in possession thereof;
- (i) "Port" means the Port of Vizagapatam;
- (j) "Roads" means that part of the Port which lies to seaward of the line drawn across the creek at 2500 E. Harbour Co-ordinates.
- (k) "Servant" used in relation to owner includes the tindal or any boatman;
- (l) "Steam-boat" means any harbour craft propelled wholly or in part by steam power;
- (m) "Tindal" includes any person in charge of a Harbour Craft.

3. Harbour Craft to be licensed.—No person shall, whether as owner, tindal or servant may use harbour craft to carry goods or passengers to or from any vessel at the port or from place to place within the port unless the harbour craft has been duly licensed under these rules. A harbour craft licensed to ply between ship and shore may also ply from place to place within the Port without a separate license:

Provided that nothing in this rule shall apply to—

- (a) any boat forming part of the equipment of a ship or steamer;
- (b) any harbour craft maintained solely for purpose of Pleasure:

Provided further that the Deputy Port Conservator may, if he thinks fit, withdraw exemption in respect of any such boat or harbour craft as is mentioned in clause (a) or clause (b) of the preceding proviso.

4. Licensing of Harbour Craft.—(1) Every application for the licensing of a harbour craft under rule 3 shall be made to the Deputy Port Conservator in writing and shall contain the following particulars:—

- (a) the owner's name and address in full and if the owner is a minor, the name and address of his guardian also;
- (b) the name and address of the agent if any, duly authorised by the owner to act on his behalf;
- (c) the name of the tindal whom the owner proposes to place in charge of the harbour craft; and
- (d) the nature of the license required i.e., whether it is required for a passenger boat or for a cargo boat, or for a passenger and cargo boat.

(2) On receiving an application for licence under sub-rule (1), the Deputy Port Conservator shall survey and measure the harbour craft, or cause it to be surveyed and measured in the presence of the owner or of any person duly appointed for the purpose by such owner, and grant a licence in Form A, on being satisfied that the craft is seaworthy and fit for service at the Port, or upon the production of a certificate in writing from the Officer who surveyed the craft certifying.

- (a) that such craft is seaworthy, properly equipped and suited for the purpose for which the licence is required;
- (b) the number of passengers that such craft is capable of carrying under all conditions;
- (c) the number of crew required for the safe navigation of such craft;
- (d) that the equipment of such craft is in good order and condition.

(3) For purposes of the survey and measurement prescribed in sub-rule (2) the owner shall cause the harbour craft to be brought to such place as the Deputy Port Conservator may appoint.

(4) Subject to the provisions of these Rules, all licences in Form A shall be valid for the official year ending 31st March.

5. Minor or Female owners.—If the owner of a harbour craft is a minor, the licence may be obtained by the guardian of the minor. If the owner is a woman, who according to the custom of the country does not appear in public, the licence may be obtained on her behalf by her duly authorised agent. In such cases the guardian or the agent shall be deemed to be the owner for the purposes of these rules.

6. Licence rules, etc., to be produced when demanded.—(1) The licence of every harbour craft shall be kept in the possession of the tindal, who shall

produce the licence whenever called upon to do so by the Deputy Port Conservator or by any person duly authorised by the Deputy Port Conservator in that behalf.

(2) A copy of these rules and of any written directions issued by the Deputy Port Conservator for carrying the same into effect shall also be furnished by the owner to the tindal who shall, on demand, show them to any consignor or passenger by such harbour craft. The owner shall be responsible for securing that the tindal understands the said rules and directions for obtaining a declaration from him to that effect and for producing such declaration whenever required by the Deputy Port Conservator.

7. Distinctive numbering of licensed harbour craft.—(1) The owner of a licensed harbour craft shall paint or cause to be painted upon a black ground, in white, English figures not less than six inches in length, on a conspicuous part of the bow of such harbour craft on one side, and of the quarter on the other, the number of the harbour craft as mentioned in the licence.

(2) No person shall paint or cause to be painted or counterfeited upon any harbour craft not duly licensed under rule 4, any such number as aforesaid or any other mark likely to induce the belief that such harbour craft has been so licensed.

8. Change of Ownership or control of Licensed Harbour Craft.—Where the holder of a licence in Form A transfers the ownership of the harbour craft to another person, the licence shall cease to be valid on the expiry of six days from the date of such transfer; and where such holder mortgages the harbour craft to, or places it under the control of another person, the licence shall cease to be valid on the expiry of six days from the date of such transfer unless an endorsement on the licence is made by the Deputy Port Conservator that notwithstanding the transfer the licence shall continue to be valid.

9. Changes in crew or carrying capacity of licensed Harbour Craft to be reported.—Whenever the tindal of any licensed harbour craft is changed, or any alteration in such craft is made so as to affect any of the particulars contained in the licence granted for it, such change or alteration shall forthwith be reported by its owner to the Deputy Port Conservator. Provided that, if such change or alteration takes place, at a time when the harbour craft is away from the Port, it may be reported immediately on the return of the harbour craft to the Port. In case of change of tindal or of any alteration in the harbour craft not affecting its carrying capacity the harbour craft shall not ply until such report is made, and in case of change of tindal until the tindal has also been produced before the Deputy Port Conservator. On such report or on such report and production, as the case may be, the Deputy Port Conservator shall amend the original licence held by the owner and in case of change of tindal, the register kept under rule 10.

In case of any alteration in the harbour craft affecting its carrying capacity, the original licence held by the owner shall be cancelled and a fresh licence issued by the Deputy Port Conservator after the craft has been remeasured, and the harbour craft shall not ply until such fresh licence has been issued.

10. Registration of Tindals.—(1) At the time of licensing of any harbour craft under rule 3 the name of its tindal as entered in the licence and other particulars relating to him shall be entered in a book which shall be kept by the Deputy Port Conservator in Form B.

(2) Every year in the month of March on a date to be fixed by the Deputy Port Conservator the owner of every licensed harbour craft shall produce before

the Deputy Port Conservator the tindal of the harbour craft for verifying the correctness of the entries in the Register:

Provided that if such harbour craft is away from the Port on the date so fixed, the owner shall produce the tindal within 24 hours after its return.

(8) No person shall be employed or registered as a tindal of a licensed harbour craft if he—

- (a) is not a certificated officer qualified to be the master or engineer of such harbour craft in accordance with rule 29.
- (b) is in the opinion of the Deputy Port Conservator unaccustomed to the use of such harbour craft or otherwise inefficient.

11. Annual and special Inspection of Licensed Harbour Craft and Crew.—

On or before the expiry of the licence the owner of every licensed harbour craft shall produce it together with its licence for inspection to the Deputy Conservator at such place as he may appoint for the purpose. In addition to such inspection special or partial inspections may be held by the Deputy Port Conservator or by any person duly authorised by him, at such times as the Deputy Port Conservator may consider necessary. At all inspections under this rule, each harbour craft shall have its full complement of crew and equipment.

12. Repairs of Licensed Harbour Craft ordered for inspection.—(1) The owner of every licensed harbour craft shall execute such repairs thereto as the inspecting officer may direct in order to render it efficient, and no owner or other person shall use any such harbour craft or cause or permit it to be used until such repairs have been duly executed thereto and the Deputy Port Conservator has granted permission for its use. For the purpose of such repairs, the owner shall cause the harbour craft to be hauled up only to such place or places on the foreshore as the Deputy Port Conservator may from time to time direct.

(2) All major repairs to the boiler, machinery, or hull of a licensed harbour craft shall be carried out under the supervision of an Engineer and Ship Surveyor, appointed by the Port Conservator. The Master, owner or owners of such craft shall before the commencement of the repairs, pay the Port Conservator a sum of sufficient to cover the fees and other expenses of such Engineer and Ship Surveyor. For the purpose of this sub-rule the decision of the port Conservator as to whether a particular work should be regarded as a major repair or not shall be final.

(8) The fees referred to in sub-rule (2) shall be calculated on the following scale, namely:—

	Rs.
(i) For every vessel the gross tonnage of which does not exceed 25 tons.	.. 60
(ii) For every vessel the gross tonnage of which exceed 25 tons and does not exceed 50 tons.	.. 75
(iii) For every vessel the gross tonnage of which exceed 50 tons but does not exceed 75 tons.	.. 90
(iv) For every vessel the gross tonnage of which exceeds 75 tons but does not exceed 100 tons.	.. 105
(v) For every vessel the gross tonnage of which exceeds 100 tons but does not exceed 300 tons.	.. 120
(vi) For every vessel the gross tonnage of which exceeds 300 tons but does not exceed 600 tons.	.. 135
(vii) For every vessel the gross tonnage of which exceeds 600 tons but does not exceed 900 tons.	.. 150
(viii) For every vessel the gross tonnage of which exceeds 900 tons but does not exceed 1,200 tons.	.. 180
(ix) For every vessel the gross tonnage of which exceeds 1,200 tons,	.. 180
+ 30 for every 300 tons or part thereof, in excess of 1,200 tons.	

(4) The expenses referred to in sub-rule (2) shall be determined in accordance with the instruction of the Central Government in this behalf.

13. Control of Working of Licensed Harbour Craft.—(1) The owner of every licensed harbour craft shall provide it with such full complement of crew and with such equipment as may be determined by the Deputy Port Conservator and entered in the licence. The Tindal of the harbour craft shall not have on board more or less than the number of the crew prescribed in the licence for fine or rough weather according as the harbour craft plies in fine or rough weather and shall not carry passengers or goods in excess of the number or quantity entered in the licence for the harbour craft.

(2) Every licensed harbour craft plying within the port shall carry such number of life buoys as may be considered reasonable by the Deputy Port Conservator and of a type approved by him. Every such harbour craft shall carry in addition such buoyant apparatus as may be considered necessary by the Deputy Port Conservator.

All buoys and buoyant apparatus carried in pursuance of this rule shall be stowed to the satisfaction of the Deputy Port Conservator and so as to be readily accessible to the persons on board.

(3) The Deputy Port Conservator shall exercise his discretion in fixing the number of crew required in a licensed harbour craft plying within the Port and carrying passengers.

(4) Where the owner of a licensed harbour craft does not desire to carry the full complement of passengers, or is not prepared, or considers it impracticable to carry the prescribed life saving appliances, the Dy. Port Conservator may endorse the license to the effect that the number of passengers is limited accordingly.

14. Obstructing Port Traffic.—(1) No tindal or any member of the crew serving in any licensed harbour craft shall, without reasonable excuse, obstruct or hinder the loading, discharging or service of such harbour craft, or of any other licensed harbour craft, or obstruct or hinder any vessel working in the Port.

(2) No tindal shall permit any licensed harbour craft in his charge to obstruct the free navigation of the Port or the approaches to wharves or jetties.

15. Observing of the Rule of Road at Sea.—All licensed harbour crafts, when under way, shall observe the rule of the road at sea.

16. Refusal to ply without lawful excuse.—If the owner or the tindal in charge of a licensed harbour craft plying regularly for hire refuses to allow such harbour craft to ply for hire when required to do so, without reasonable excuse, of which the Deputy Port Conservator shall, subject to the appeal provided in rule 27, be the sole judge, the license of such harbour craft shall be liable to be revoked.

17. Working of the licensed Harbour Craft at night and in bad weather.—(a) No licensed harbour craft shall ply in the outer roads—

(i) between the hours of 6 P.M. to 6 A.M. without the previous permission of the Deputy Port Conservator,

(ii) when a storm warning signal indicating bad weather or high seas is displayed from the Port Flagstaff.

(b) When the signal referred to in Sub-clause (ii) of clause (a) is hoisted at the Port Flagstaff, all harbour craft plying in the outer roads shall return to the inner harbour at once and shall not proceed again to the outer roads without the special permission of the Deputy Port Conservator until the signal is hauled down.

18. Permissible loading of licensed harbour craft in fine and in rough weather

—(1) No person shall load a licensed harbour Craft with passengers or with animals or other cargo in contravention of the terms of its license.

(2) No tindal of any licensed harbour craft shall permit any animal to be loaded in it, unless the harbour craft has been provided with sand ballast or straw sufficient to form a flat floor and unless such other requirements as may be imposed by the Deputy Port Conservator in respect of the harbour craft, have been complied with

(3) Where animals are carried in a licensed harbour craft, no other cargo or passengers shall be carried therein.

(4) Passengers and cargo other than animals may be carried at the same time only in a licensed harbour craft propelled by mechanical or electrical power.

19. Power of tindal to prevent overloading—Whenever the number of passengers or the quantity of cargo in a licensed harbour craft exceeds the number of quantity entered in the license, the tindal shall, before starting from the vessel or from the shore, require any passenger to leave the harbour craft or any consignor, consignee, or shipping or landing agent concerned to remove from the harbour craft the whole or any part of the cargo.

20. Attention to certain signals required of tindals.—The owner of every licensed harbour craft shall instruct the tindal of such harbour craft to pay immediate attention to the harbour craft muster flag a square blue flag with four parallel red bars running crosswise which will be displayed on the Port Flagstaff when the Deputy Port Conservator desires to carry out an inspection under Rule 11.

21. Licensed harbour Craft not to interfere with mooring or approaching vessels before they anchor.—No person in charge of or navigating any licensed harbour craft shall attempt to make such harbour craft fast to any mooring or mark buoy, or take it alongside of a vessel approaching an anchorage or mooring before such vessel has come to anchor or been moored to a buoy.

22. Fishing boats not to be allowed near a cargo boat or alongside a vessel.—

(1) No person in charge of or navigating a licensed cargo boat shall allow a fishing boat to be within ten yards of her when such cargo boat is plying between a vessel and the shore.

(2) No person in charge of or navigating a fishing boat shall allow it to go alongside a vessel while discharge or shipping of cargo is proceeding

(3) If any licensed harbour craft is found by the Deputy Port Conservator to have contravened the provisions of sub-rule (1) or (2) the Deputy Port Conservator may—

(a) cancel the license issued in respect of the harbour craft;

(b) direct that the tindal at fault shall not be employed in any capacity in any licensed harbour craft and that his name shall be removed from the Register of Tindals; and if any owner employs any such tindal contrary to the Deputy Port Conservator's directions under clause (b) the Deputy Port Conservator may cancel all or any of the licenses in Form A held by the owner.

23. Landing and shipping of passengers and goods to be within the port.—

All passengers and goods shall be landed or shipped in such places within the limits of the port as the Port Conservator may appoint and no person, shall ship or land passengers or goods outside such place unless the sanction of the port and Customs Officers at the Port has been previously obtained.

24. Rates of harbour craft hire.—No owner, tindal or any member of the crew of a licensed harbour craft licensed to carry passengers for hire, and no person deputed by the owner of such harbour craft, shall demand from any passenger a rate of hire exceeding that sanctioned by the Central Government and no owner, tindal or member of the crew of such harbour craft shall demand or accept any gratuity or present from any passenger during the course of its trip between any vessel and the shore or from place to place whether within or without the Port.

25. Prohibition of employment of convicted tindals etc.—If any tindal or any member of the crew of a licensed harbour craft is convicted of a breach of any of these rules the owner of the harbour craft shall, on being required so to do by the Deputy Port Conservator dismiss such tindal or member of the crew from his employment.

26. Revocation of licenses.—If in the opinion of the Deputy Port Conservator the owner of any licensed harbour craft has contravened any of these rules, the Deputy Port Conservator, may, without prejudice to any other action that may be taken against such owner in respect of the contravention, cancel all or any of the licenses in Form A held by the owner.

27. Appeal from Deputy Port Conservator's decision.—An appeal shall lie from any decision of the Deputy Port Conservator under these rules, to the Conservator of the Port. Such appeal shall be preferred in writing within seven days from the date on which the decision of the Deputy Port Conservator appealed against has been communicated in writing to the Party or parties concerned and the decision of the Conservator thereon shall be final.

28. Fees.—The following fees shall be leviable for survey registration, licensing and inspection of boats, catamarans, and power driven craft plying for hire.

Service rendered	Boats other than canoes and shoedheonies			Canoes and Shoedheonies			Catamarans plying for hire			Power driven craft		
1	2			3			4			5		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
(i) For registration of boat on the first occasion.	3	0	0	1	0	0	1	0	0	..		
(ii) For the registration.	1	0	0	0	8	0	0	8	0	..		
(iii) For each survey and measurement as required by the Harbour rules.	5	0	0	2	0	0	..			..
(iv) For granting an annual licence for one year 1st April to 31st March of next year or part of an official year inclusive of annual inspection.	3	0	0	0	8	0	..			..
(v) Registration.	..			..			..			25	0	0
Licences.	..			..			..			25	0	0
Survey and inspection upto 100 tons (net registered tonnage).	..			..			..			50	0	0

A fee of Rs. 0-8-0 is leviable for amending a license or a register or for affecting a transfer of license in favour of another owner. For the grant of a duplicate licence when the original is lost, mislaid or rendered illegible, a fee of Re. 1/- in the case of boats and Re. 0-8-0 in the case of canoes, shoedhconies and catamarans will be levied.

29. Special provisions applicable to steam boats and motor boats licensed under these rules.—(1) Every steam boat licensed under these rules shall, when in use, whether plying for hire or not, have on board the following certificated officers:—

- (i) If she has engines of not less than 100 N.H.P.—(a) As her master, a person possessing a first-class master's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894 or a master's certificate granted either under the Indian Merchant Shipping Act, 1923, or under such regulations as the Central Government may from time to time, prescribe or the Merchant Shipping Act, 1894 and
- (b) as her engineer, a person possessing an engineer's certificate granted under any of the aforesaid Acts or Regulations;
- (ii) If she has engines of less than 100 N.H.P. but not less than 40 N.H.P.—
 - (a) as her master, a person possessing a second class master's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act 1923 or the Merchant Shipping Act, 1894 or any such certificate as is referred to in sub-clause (a) of clause (i) and
 - (b) as her engineer, a person possessing a first class engine driver's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894 or an engine-driver's certificate granted under the Indian Merchant Shipping Act, 1923, or under such regulations as the Central Government may from time to time prescribe or any such certificate as is referred to in sub-clause (b) of clause (i):

Provided that a boat shall be deemed to have complied with this clause if she has as her master and engineer, a person possessing both a certificate referred to in sub-clause (a) and a certificate referred to in sub-clause (b); and

- (iii) if she has engines of less than 40 N.H.P.—(a) as her master, a person possessing a Serang's certificate granted under the Inland Steam-Vessels Act, 1917, Indian Merchant Shipping Act, 1923 or the Merchant Shipping Act, 1894, or any such certificate as is referred to in sub-clause (a) of clause (ii) and
- (b) as her engineer, a person possessing a second class engine-driver's certificate granted under the Inland Steam-Vessels Act, 1917, Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894 or any such certificate as is referred to in sub-clause (ii):

Provided that a boat shall be deemed, to have complied with this clause, if she has as her master and engineer a person possessing both a certificate referred to in sub-clause (a) and a certificate referred to in sub-clause (b).

(2) Every motor boat licensed under these rules shall, when in use whether plying for hire or not have on board the following certificated officers:—

- (i) if she has engines of not less than 565 B.H.P.—(a) as her engineer, a person possessing a motor Engineer's certificate granted under

the Inland Steam-Vessels Act, 1917, Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894, or a certificate as a first class or second class engineer of a sea-going motor ship granted either under the Indian Merchant Shipping Act, 1923, or under such Regulations as the Central Government may from time to time prescribe or the Merchant Shipping Act, 1894;

(b) in case the engines are used for propulsion, as her master, a person possessing a first class master's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act, 1923 or the Merchant Shipping Act, 1894 or a master's certificate granted either under the Indian Merchant Shipping Act, 1923, or under such regulations as the Central Government may from time to time prescribe or the Merchant Shipping Act, 1894;

ii) if she has engines of less than 565 B.H.P. but not less than 226 B.H.P.—(a) as her engineer, a person possessing a first class motor engine driver's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act 1923 or the Merchant Shipping Act, 1894 or a certificate of an engine driver of a sea-going motor ship granted under the Indian Merchant Shipping Act, 1923, or under such Regulations as the Central Government may from time to time prescribed or any such certificate as is referred to in sub-clause (a) of Clause (i); and

b) in case the engines are used for propulsion, as her master a person possessing a second class master's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894, or any such certificate as is referred to in sub-clause (b) of clause (i); and

iii) if she has engines of less than 226 B.H.P.—(a) as her engineer a person possessing a second class motor engine driver's certificate granted under the Inland Steam Vessels Act 1917, Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894, or any such certificate as is referred to in sub-clause (a) of clause (ii) and

b) in case the engines are used for propulsion, as her master, a person possessing a serang's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act 1923, or the Merchant Shipping Act, 1894, or any such certificate as is referred to in sub-clause (b) of clause (ii);

Provided that a motor boat having engines of not more than 10 B.H.P. may have as her engineer, a person holding a permit granted by the Central Government or by any person duly authorised by the Central Government in this behalf;

Provided also that a motor boat having engines of not more than 20 B.H.P. the length of which measured from the fore part of the stern to the after part of the stern post does not exceed 30 feet may have as her master and engineer a person possessing both a certificate referred to in sub-clause (a) and certificate referred to in sub-clause (b);

Provided further that a motor boat having engines of not more than 20 B.H.P. the length of which measured as aforesaid does not exceed 30 feet, which is used exclusively for personal recreation by the owner or his family or friends need not carry a certificated master or engineer but may be navigated by the owner or any other person possessing a permit granted by the Central Government or by any person duly authorised by the Central Government in this behalf.

(3) Any person who has served as master, serang, engineer, or engine-driver of a steam boat or motor boat plying in the Port for a period of 8 years on the 1st January 1948, and is not in possession of the certificate of competency required under sub-rule (1) or sub-rule (2) as the case may be, may be granted by the Deputy Port Conservator & Harbour Master in the case of Master or Serang and by the Superintendent Mechanical in the case of Engineer or Engine-Driver, without examination and on payment of the fees prescribed below, a certificate to the effect that he is, by reason of his having so served, competent to act as master, serang, engineer, or engine-driver on board such steam boat or motor boat while plying in the Port:—

	Rs.	A.	P.
First Class Master's Certificate	16	0	0
Second Class Master's Certificate	6	0	0
Serang's Certificate	4	0	0
Second Class Engine-Driver's or Second Class Motor Engine-Driver's Certificate. }	4	0	0
First Class Engine-Driver's or First Class Motor Engine-Driver's Certificate }	10	0	0
Engineer's or Motor Engineer's Certificate. }	12	0	0

(4) The Central Government may in special circumstances:—

- (a) exempt any class of steam boats or motor boats from the requirements of sub-rule (1) or sub-rule (2) as the case may be, and
- (b) lay down the qualifications required of the officers employed on such boats.

30. (1) Every motor boat licensed under these rules shall be provided with a sand box and an approved patent fire extinguisher of suitable capacity for extinguishing fire, and the owner shall keep it free from oil refuse.

(2) Noisy engines of all motor boats licensed under these rules while plying within the Port shall be fitted with efficient silencers.

FORM (APPENDIX A)

(See Rule 4)

Licence granted to _____, owner of boat measuring _____ feet long, _____ feet broad and _____ feet deep* _____ Registered tons. To carry cargo (other than animals) and/or passengers or animals to the extent specified below, to and from the shipping at or off the Port of Vizagapatam under the restrictions and subject to the penalties laid down in the Harbour Craft Rules sanctioned by Government.

1	2	3	4	5	Cargo without Passengers.		7	8	Particulars respecting the owner or owners of the boat			Particulars respecting to Tindal of the boat		14	15	
					Number of animals and presumed weight	Weight of cargo other than animals			Number of passengers without cargo	Number of crew	Name or names	Occupation	Place or places of residence			Name	Place of residence
					6 (a)	6 (b)			9	10	11	12	13			
					In fine weather.	In fine weather.	In fine weather	In fine weather.								
					In rough weather.	In rough weather.	In rough weather	Lascars In rough weather Tindal Lascar								

Dated, _____

*Measured in accordance with Madras G.O No. 384d/3rd May 1899.

REGISTERING OFFICER.

NOTE. —Two children under 12 years of age= 1 adult

[P.T.O]

